



**Date:** May 22, 2012

**To:** Thomas J. Bonfield, City Manager  
**Through:** Theodore L. Voorhees, Deputy City Manager  
**From:** Marvin G. Williams, Director of Public Works

**Subject:** Agenda Item - Street Acceptance

**Executive Summary**

Pursuant to City ordinance, streets shall be considered for acceptance for maintenance by the City of Durham when the streets are improved in accordance with requirements established by the City Council. The following streets have been improved to City of Durham standards:

Belcrest Subdivision

- 1) Juliette Drive – from the south curb line of Fayetteville Road to centerline of Rosaline Lane (1,064'), and
- 2) Rosaline Lane – from the centerline of Juliette Drive northeast around and through the cul-de-sac (1,387').)

Glennstone Subdivision – Phase 3, 4, & 5

- 1) Glennstone Drive – from the beginning of construction @ STA 25+12.11 southwest through the cul-de-sac (302'), and
- 2) Glennstone Drive – from the east curb line of Glenn Road east through the cul-de-sac (252'), and
- 3) Water Stone Street – from the centerline of Lady Slipper Lane southeast to the west curb line of Glenn Road (224'), and
- 4) Creek Fall Road – from the centerline of Lady Slipper Lane south to the end of construction at STA 11+93 (193'), and
- 5) Lady Slipper Lane – from the end of Ph. 1 construction @ STA 10+95 southwest and around to the centerline of Glennstone Drive (1,824'), and
- 6) Amber Stone Way – from the end of Ph. 1 construction @ STA 11+04.65 southwest and around to the end of Ph. 3 construction @ STA 21+52 (1,048').)

### Panther Creek – Phase 1, 2, & 3

- 1) Panther Creek Parkway – from the northeast curb line of Burton Road northeast to the centerline of Tulip Poplar Circle (928'), and
- 2) Catamount Court – from the centerline of Panther Creek Parkway east through the cul-de-sac (543'), and
- 3) Toms Rock Place – from the centerline of Catamount Court southwest through the cul-de-sac (379'), and
- 4) Locust Hollow Lane – from the centerline of Catamount Court to the centerline of Toms Rock Place (393'), and
- 5) Tulip Poplar Circle – from the centerline of Panther Creek Parkway southeast through the cul-de-sac (922'), and
- 6) Tulip Poplar Circle – from the centerline of Panther Creek Parkway west then north to the centerline of Cherrybark Drive (788'), and
- 7) Broomstraw Court – from the centerline of Tulip Poplar Court northeast to the west curb line of Cooksbury Road (553'), and
- 8) Stone Fence Court – from the centerline of Broomstraw Court southeast through the cul-de-sac (386'), and
- 9) Cherrybark Drive – from the centerline of Tulip Poplar Circle north then west through the cul-de-sac (1,146').)

### Woodlands Preserve – Phase I

- 1) Whispering Meadow Lane – from the south curb line of Snow Hill Road south to the end of Phase I construction at STA 18+64.62 (841'), and
- 2) Sassafras Hill Street – from the centerline of Whispering Meadow Lane west to the end of Phase I construction at STA 10+00 (296'), and
- 3) Sassafras Hill Street – from the centerline of Whispering Meadow Lane east to the end of Phase I construction at STA 22+50 (954'), and
- 4) Spring Water Lane – from the centerline of Whispering Meadow Lane northeast through the cul-de-sac (187'), and
- 5) Rosemeade Place – from the centerline of Sassafras Hill Street northeast through the cul-de-sac (166').)

### **Recommendation**

The Public Works Department recommends that the City Council accept the above named streets for maintenance by the City of Durham.

**Background:**

These streets are in various areas that have been developed and annexed into the City. Per the various extension agreements executed with the developers, street rights of way have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreements, they would be accepted for maintenance by the City.

**Issues and Analysis:**

Past practice has dictated that the City of Durham accept streets that are part of new developments with dedicated public rights of way as defined by the extension agreements.

**Alternatives:**

The alternative to accepting these streets from the various developers would be to decline their requests and ask that they continue to maintain these streets under a private maintenance program.

**Financial Impacts:**

Accepting these streets would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing resulting in additional State Powell Bill funds for the City.

**SBDE Summary:**

N/A

ERV/mln

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